

B. F. TAYLOR,
Stevedore.

Lighters and Steam Launches
Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

報新 ESTABLISHED 1881. 電港

THE UNITED ASBESTOS
ORIENTAL AGENCY
Sole Agents for the
UNITED ASBESTOS CO.,
LIMITED, LONDON.
DODWELL & CO., LIMITED.
General Managers.

NEW SERIES No. 4073. 日三月九日光二十二年九月三十日

FRIDAY, OCTOBER 24, 1902.

五拜禮 號四十二月十英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1886.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,010,000
Head Office—YOKOHAMA.
Branches and Agencies:
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENSIN. NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARR'S BANK, LTD.
THE UNION OF LONDON AND
SMITHS BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

" " 4 "

" " 3 "

TARO HODSUMI,
Manager.

Hongkong, 11th October, 1902. [10]

HONGKONG AND SHANGHAI
BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000
Silver Reserve \$4,750,000
RESERVE LIABILITY OF PROP. TOS. \$10,000,000

COURT OF DIRECTORS:
Hon. R. SHEWAN, Chairman.
A. HAUPT, Esq., Deputy Chairman.
G. Bölföch, Esq. A. J. Raymond, Esq.
Hon. C. W. Dickson. H. Schubart, Esq.
E. Goetz, Esq. N. A. Siebs, Esq.
G. H. Medhurst, Esq. H. E. Tomkins, Esq.
D. M. Moses, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH,
MANAGER.

Shanghai—H. M. BEVIS.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

On FIXED DEPOSITS:
For 3 months, 4 per cent. per Annum.
For 6 months, 5 per cent. per Annum.
For 12 months, 6 per cent. per Annum.

J. R. M. SMITH,
Chief Manager.
Hongkong, 11th September, 1902. [13]

HONGKONG SAVINGS BANK.
THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000
Paid-up Capital £34,374

HEAD OFFICE—HONGKONG.
Board of Directors—

Chan Kit Shan, Esq. C. Ewens, Esq.
Ghow Tung Shang, Esq. Julius Focke, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %
Hongkong, 3rd May, 1902. [15]

THE DEUTSCH ASIATISCHE BANK.
PAID-UP CAPITAL Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Calcutta, Hankow,
Tientsin, Tsingtau (Kiautschou).

LONDON BANKERS:
MESSRS. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. FIGGE,
Manager.
Hongkong, 4th October, 1902. [16]

GUARANTY TRUST COMPANY OF
NEW YORK
(AMERICAN BANK).

ESTABLISHED 1864.

U.S. Gold
PAID UP CAPITAL \$2,000,000
SURPLUS AND UNDIVIDED PROFITS \$5,180,000

Gold \$7,180,000

Head Office—NEW YORK.

LONDON OFFICE:
33 and 35, Lombard Street, E.C.
F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:
PARR'S BANK, LIMITED.

HONGKONG OFFICE:
4, DES VŒUX ROAD.

General Banking and Exchange business
transacted.

INTEREST ALLOWED
On Current Accounts at 2½ per centum.

On Fixed Deposits:

For 3 months 2½ per centum.

" 6 " 3½ "

" 12 " 4 % "

N. G. EVANS,
Acting Manager.

Hongkong, 1st October, 1902. [16]

IMPERIAL BANK OF CHINA.
ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:
CANTON. PEKING.
CHEFOO. PENANG.
CHINKIANG. SINGAPORE.
CHUNKING. TIENSIN.
HANKOW.

The Bank purchases and receives for collection
Bills of Exchange drawn on the above
Places; and Sends Drafts and Telegraphic Trans
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS:
3½ per centum Fixed Deposits for 3 months.

" " " 12 "

E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901. [12]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHARE
HOLDERS £800,000
RESERVE FUND £650,000

INTEREST ALLOWED ON CURRENT
ACCOUNT AT THE RATE OF 2 PER CENT. PER
ANNUM ON THE DAILY BALANCES.

On First Deposits for 12 months 4 per cent.

" " " 6 " 3½ "

T. P. COCHRANE,
Acting Manager.

Hongkong, 2nd June, 1902. [11]

Hotels.

KING EDWARD
HOTEL.
A HIGH-CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Rooms specially reserved for Captains
of the Mercantile Marine.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Passenger Elevator to each Floor.

Table D' Hot at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 23rd October, 1902. [1116d]

Mails.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

(10)

FOR STEAMERS CAPTAINS TO SAIL REMARKS
SHANGHAI *Mussilia* G. W. Cockman, R. N. R. About 25th Oct.... Freight or Passage.
LONDON, &c. *Ballaarat* * ... F. Summers Noon, 25th Oct.... Freight or Passage.
M'SEILLE and Java G. W. Gordon, R. N. R. Noon, 14th Nov.... Freight or Passage.
LONDON (See Special Advertisement).

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 22nd October, 1902.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIK PORTS

ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and at SOUTHAMPTON to land Passengers
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

HAMBURG WEDNESDAY, 29th October.

SACHSEN WEDNESDAY, 12th November.

GERA WEDNESDAY, 26th November.

KIATSCHOU WEDNESDAY, 10th December.

BAYERN WEDNESDAY, 24th December.

KONIG ALBERT WEDNESDAY, 7th January, 1903.

PRINZESS IRENE WEDNESDAY, 21st January, 1903.

DARMSTADT WEDNESDAY, 4th February, 1903.

PREUSSEN WEDNESDAY, 18th February, 1903.

HAMBURG WEDNESDAY, 4th March, 1903.

* Steamers of the Hamburg-Amerika Linie.

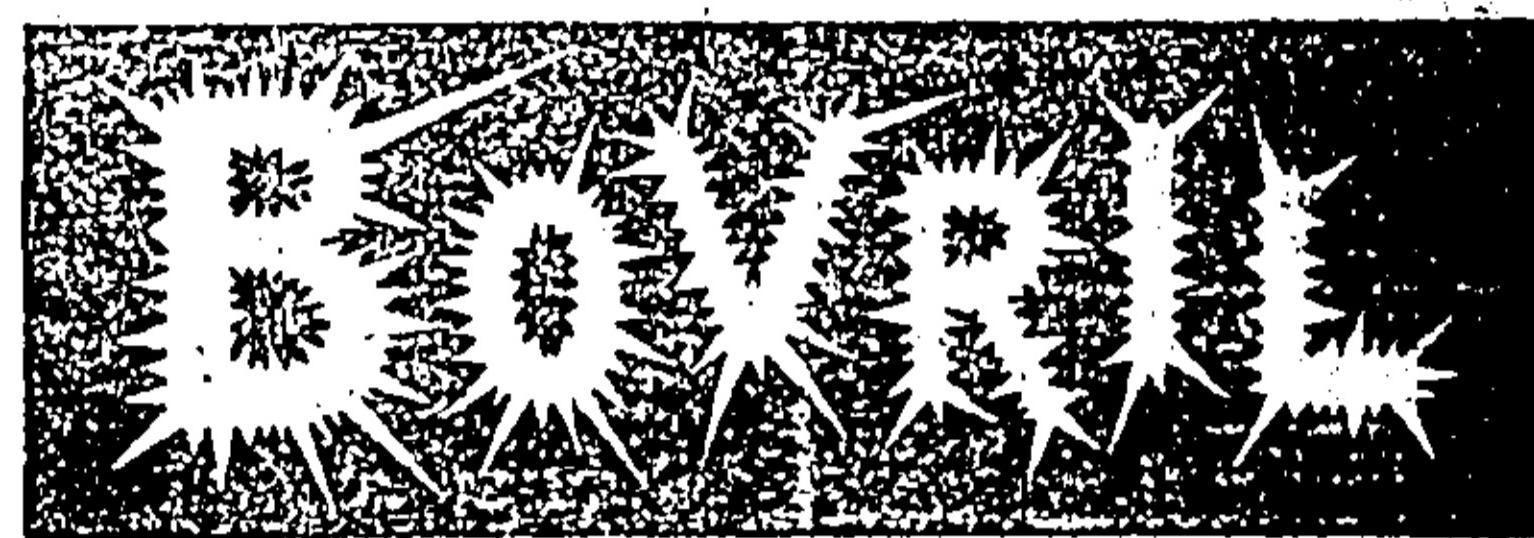
CONTRACTORS TO H.M. GOVERNMENT.

Intimations.

BOVRIL AT THE FRONT.

Bovril has played such a conspicuous part in South Africa that it forms no inconsiderable feature of the story. The "Lancet" has had frequent references to Bovril in the reports of the officers of the Royal Army Medical Corps. Nearly every newspaper correspondent has had to refer to Bovril to make his story complete. Rudyard Kipling and Baden-Powell have written their Bovril stories. Over 500 British hospitals and similar public institutions use and prescribe Bovril, not beef tea, but Bovril.

The reason is not far to seek. Bovril is a nourisher as well as a stimulant. It contains the albumen and fibrine, the sustaining properties of the beer. It is this fact, together with its absolute purity, that commends Bovril to physicians and scientists. It proves in practice what it demonstrates in analysis.



UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
RONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS.

FOR THE
UNITED ASBESTOS CO., LTD., LONDON.

CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE
BEST QUALITIES OF ASBESTOS GOODS AND PACKINGS.

HYDRAULIC AND SELF-LUBRICATING PUMP PACKINGS, of all kinds.

VICTOR METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION OF WORK.

CHIEF SUPERINTENDENT THOMAS SKINNER.

SUPERINTENDENT ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers.

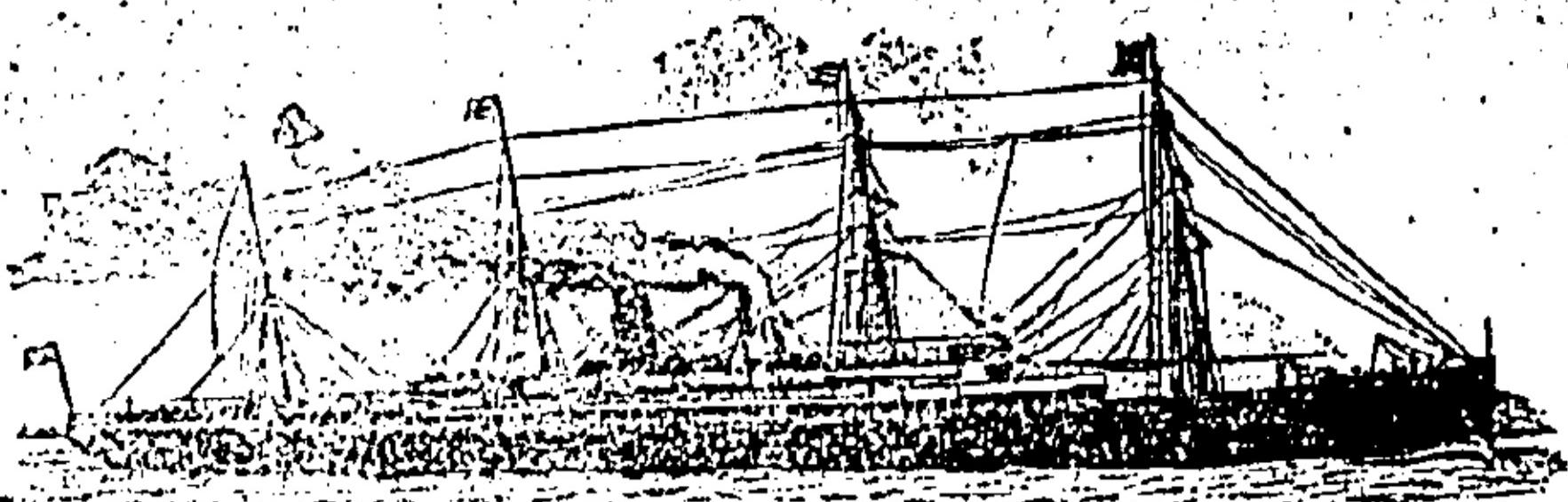
JAPAN COALS.

HEAD OFFICE:—43, SAKAMOTO-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chofoo, Tientsin

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	TUESDAY, 28 October, at Noon.
"DORIO"	TUESDAY, 4th November, at Noon.
"NIPPON MARU"	THURSDAY, 13th November, at Noon.
"PERU"	THURSDAY, 20th November, at Noon.
"COPTIC"	FRIDAY, 28th November, at Noon.
"AMERICA MARU"	SATURDAY, 6th December, at Noon.

THE P. M. Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 28th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received at the Office until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

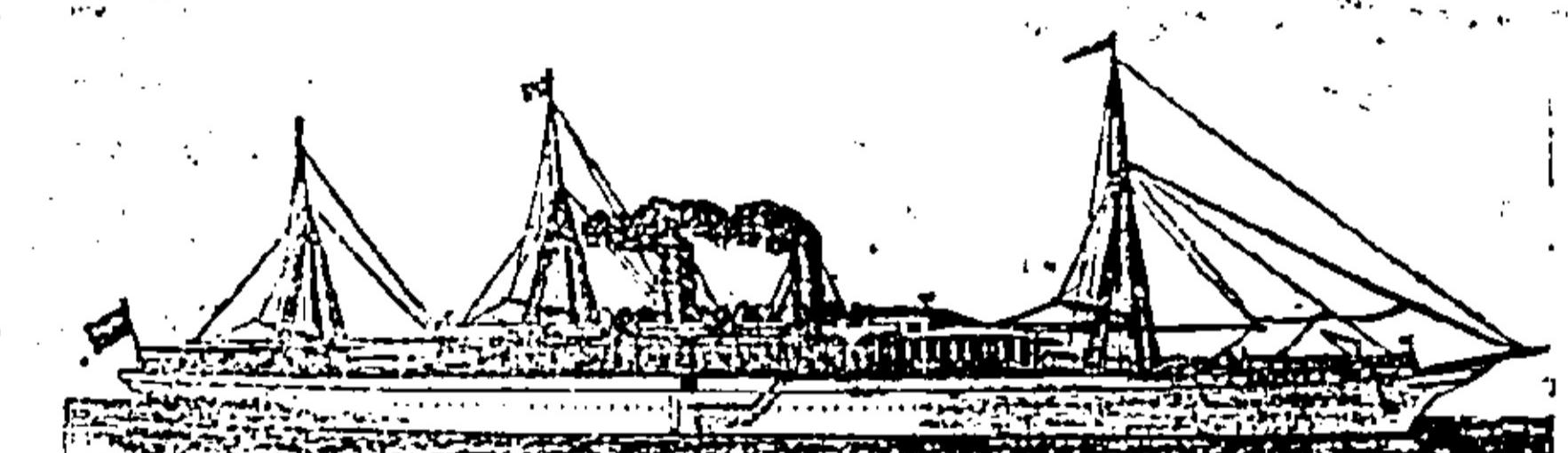
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information, as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 24th October, 1902.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.



1902

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

R.M.S. EMPIRESS OF INDIA ..Comdr. O. P. Marshall, R.N.R.WEDNESDAY, 19th Nov.	
" TARTARComdr. E. Beetham, R.N.R....WEDNESDAY, 3rd Dec.	
" EMPRESS OF JAPAN ..Comdr. H. Pybus, R.N.R.....WEDNESDAY, 17th Dec.	
" ATHENIAN.....Comdr. H. MowattWEDNESDAY, 31st Dec.	
" EMPRESS OF CHINA ..Comdr. R. Archibald, R.N.R.WEDNESDAY, 14th Jan.	

THE magnificent Twin screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 22nd October, 1902.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cabin at through Races to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIQUE PORTS; NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION,

STEAMERS.	DESTINATIONS.	SAILING DATES.	FREIGHT.
SAXONIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	6th Nov.	Freight.
Jaeger.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	19th Nov.	Freight.
SERBIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	3rd Dec.	Freight.
MARBURG.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	17th Dec.	Freight.
EUEVIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	31st Dec.	Freight.
ALESIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).		
Schonfeldt.....			

For further Particulars, apply to:

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 7, Queen's Buildings,

Hongkong, 9th October, 1902.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION, TO-MORROW, (SATURDAY), the 25th October, 1902, at 2.30 P.M., at his Sales Rooms, Duddell Street, A QUANTITY OF TWEEDS AND FLANNELS, (Cut into suitable Lengths). CASHMERE and MERINO UNDER-CLOTHING. LINEN and CREPE SHIRTS. ENGLISH SHOES and SLIPPERS. &c., &c. On view from Friday, the 24th instant. TERMS:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, 21st October, 1902. [1108d]

PUBLIC AUCTION.

THE Undersigned have received instructions from THOS. H. REID, Esq., to Sell by PUBLIC AUCTION, on WEDNESDAY, the 29th October, 1902, at 2.30 P.M., within his Residence, No. 3, Knutsford Terrace, Kowloon.

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE, Comprising:—

SILK TAPESTRY, DRAWING ROOM SUITE, OVERMANTEL, DOUBLE and SINGLE IRON BEDSTEADS with MATTRESSES, TEAKWOOD WARDROBES with BEVELLED GLASS, AXMINSTER CAPET, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, SIDEBOARD, DINNER SERVICE, PICTURES, ONE COOKING STOVE and UTENSILS, ONE BLICKENDERFER and ONE HAMMOND'S TYPEWRITER, ETCHINGS, PHOTOGRAVURES, &c.

ALSO: ONE COTTAGE PIANO by Lane, Crawford & Co (in good order and condition).

A Large Assortment of PALMS and PLANTS in POTS and STANDS.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 21st October, 1902. [1109d]

PUBLIC AUCTION.

THE Undersigned have received instructions from the "STAR" FERRY CO., LIMITED, to Sell by PUBLIC AUCTION, (unless previously disposed of by private contract), on

WEDNESDAY, the 5th November, 1902, at NOON, at the "Star" Ferry Co.'s Wharf, Hongkong.

The Steam-launches EVENING STAR and RISING STAR.

The Evening Star was built in 1889 and the Rising Star in 1891, both of Teak with Steel Frames, by the Hongkong and Whampoa Dock Company, (IN THOROUGH REPAIR).

The Launches will be open for Inspection at the Hongkong Ferry Wharf from MONDAY, the 20th instant, until date of sale.

TERMS:—As usual.

For further particulars, apply to HUGHES & HOUGH, Auctioneers.

Hongkong, 18th October, 1902. [1109d]

Insurances.

THE EQUITABLE LIFE ASSURANCE SOCIETY
OF THE UNITED STATES.

"Strongest in the World."

SURPLUS£14,818,550.

Apply for Particulars of the Guaranteed Cash Value Policies to the Hongkong Manager.

F. KIENE,
14, Des Voeux Road.

Hongkong, 20th October, 1902. [1102d]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept Fire, Class FOREIGN and CHINESE RISKS CURRENT RATES.

SIEMSSSEN & CO.,
Hongkong, 28th May, 1902. [25]

MASONIC.

LODGE "EASTERN SCOTIA,"
923 S.C.

THE INAUGURATION, CONSECRATION, and ERECTION of the above-named LODGE, and INSTALLATION of its FIRST OFFICERS, will take place TOMORROW, the 25th instant, at 8 P.M., at Sir PAUL CHATEL'S BUNGALOW, at Kowloon, kindly lent for the occasion by the Officers of the 3rd Battalion Light Infantry.

Visiting Brethren are most cordially invited to attend.

Arrangements have been made for launches to return to Hongkong after the ceremony.

W. M. EVERALL,
Hon. Secretary.

Hongkong, 22nd October, 1902. [1112d]

VICTORIA PRIORY.

A REGULAR MEETING of the VICTORIA PRIORY will be held at the FREEMASONS' HALL, on MONDAY, the 27th instant, at 8.30 for 9 P.M. precisely. Visiting Sir Knights are cordially invited to attend.

Hongkong, 26th October, 1902. [1112d]

EOTHEN MARK LODGE,
No. 264.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, on FRIDAY, the 31st instant, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 30th October, 1902. [1114d]

SITUATION REQUIRED.

YOUNG ENGLISHMAN Requires Situation in a Store, as ASSISTANT or BOOK-KEEPER, Knowledge of all Departments, Practical Printer and Stationer. Five years in North China. Moderate Salary.

Apply to ALPHA,
Care of THIS OFFICE.

Hongkong, 23rd October, 1902. [1112d]

Intimations.

SANITARY BOARD.

OWNERS of HOUSES situated in the Central Division of the City of Victoria and in the Western Division of Kowloon, who have not had their Premises LIME-WASHED and CLEANSED in accordance with Law, are reminded that the period during which the work should be FINISHED ends on the 31st day of OCTOBER, 1902, and the Sanitary Board being convinced of the necessity of cleanliness in its efforts to stamp out Plague, is determined to rigorously prosecute any owner in default after the above named date.

The Central Division of the City lies between Garden Road on the East, and Morrison Street and East Street on the West. The Western Division of Kowloon is all that part of the Kowloon Peninsula to the West of Robinson Road and includes Tsim Tsui, Yau Ma Tei, Mong Kok Tsui, Tai Kok Tsui and Sham Shui Po.

By Order of the Board.

G. A. WOODCOCK,
Secretary.

Sanitary Board Office,
1st October, 1902. [11

"THE EMPRESS DOWAGER NEVER FORGETS."

700,000 BANNERMEN READY.

This is the constant boast of the Empress Dowager Tze-hsi-tuan-yu, etc., etc., and this she always declares to those around her whenever the events of 1900 and 1901 are referred to in her presence. This means, of course, that she will not forget her sufferings and the sufferings of her people in Peking and Chihli at that time, and is still possessed with the one idea of obtaining revenge on the barbarians of the West. To obtain these ends, she knows from experience that her present Manchu Banner troops are perfectly useless, and that she must beat the barbarians with their own weapons and forms of fighting. She knows that she has the material for the formation of a numerous army from among Manchus alone—leaving out any question of extraneous aid from the Chinese armies of her Viceroy and Governors, for, according to

THE LATEST SECRET CENSUS

or roll-call instituted at her instructions, she has nearly 700,000 Bannermen between the ages of eighteen and forty-six at her beck and call. Hence we are now informed from a reliable quarter that she is having her Manchus secretly enrolled and his 30,000 men divided into a number of regiments and half regiments—to avoid the notice of outsiders—who are assiduously drilled and have been armed with the most modern weapons. These men are scattered over various parts of the country and are to form the nucleus of a great army of over half a million men, entirely officered by Manchus, thereby forming a distinct and independent body of men prepared not only to defend the dynasty from western barbarians, but even from Chinese malcontents. This

NUCLEUS OF A MANCHU GRAND ARMY will be drilled, and taught the use of the magazine rifle six months, and then after completing their drills, the old men return to their banner reservations their places being filled by a similar number of fresh men, and so the curriculum goes on until the whole Manchu nation in Peking and in the capitals and cities of the eighteen provinces shall have all learned their military drill after the manner of Western countries. Already six months have passed and new men are being sent to take the places of their predecessors. This will, it is conjectured enable the Empress Dowager and her friends to begin operations by the spring of 1901 at the latest. In the mean time, "We slumber" until the next new awakening.—*N. C. D. News.*

BOXERS SEVERELY DEFEATED

AT CHUNGKING.

"The Boxer disturbances," says the *West China Missionary News*, seem to be growing, and we feel anxious on behalf of our friends in the disaffected regions. Details of street fighting at Chengtu show that 24 Boxers entered the city led by a woman, and in fighting some damage was done and shops closed. Eight of the Boxers were killed, twelve punished, and the woman leader beheaded. At Meichou, on the river between Kiating and Chengtu, the Boxers have burnt a Church and are reported to be moving Tan-ning-hien-ward. It is reported that the officials of Tz-chou and Tanghsien district are taking every measure against the Boxers, of whom 300 have been killed at Luchi. An inflammatory placard was posted on the door of the house where services are held. The Consul intended to get the Tao-tai to

COITAN & CO. FOR PANAMA HATS.

issue a proclamation." Writing on 27th September concerning the feared Boxer attack on Chung, the editor says: "We are glad to think that...

THE DANGER HAS NOW PASSED OVER; as we write we are in receipt of news from a trustworthy native source that General Ting has inflicted a very severe defeat on the Boxer army that was making its way down the Little River in our direction. General Ting attacked the Boxers in their Chai or fortress of Yang-tso-chi, between Hochoen and Taihochen, killed and captured the greater number, only two hundred, of whom many were wounded, escaping by flight. The district is now reported quiet and as, from Tatsu, on the other side, we learn that the country is quite tranquil, we trust the disturbances are practically at an end. It is true, we hear of Boxers assembling and drilling in Yunnan and Kueichou provinces as well; but as they appear to be neither organised nor armed, they are, though a terror to the country people, no serious danger to the officials nor to the foreigners living under their protection.

THE NEW SALARIES IN THE STRAITS.

A supplement to the *Perak Government Gazette* contains the sterling salaries fixed for the Federated Malay States. It is based on the same scale as that for civil servants for the Colony, namely a dollar salary, converted at 3/- to the dollar, and an increase added to that. The Resident General's salary is put at £2000; the Resident, *Perak*, £1600; Resident, Selangor, £1400; and Negri Sembilan and Pahang £1300. At £1200 come the Legal Adviser, Financial Commissioner, Commissioner of Lands, and Mines, and Secretary, of Chinese Affairs. District Officers draw £600 to £780 and arrangements are made for increments. Generally speaking the salaries fixed are on a generous scale as in the Colony. The Judicial Commissioners are down at £1500, Commandant Malay States Guides £1,000, Director of Public Works, £1,200, Director of Surveys (a new appointment) £720, General Manager F. M. S. Railways, £1,200. Of the other professional and miscellaneous appointments the scale is a very varied one. It does not strike one as particularly liberal, compared with prices paid outside, but there is, of course, pension in many cases and leave privileges in all.—*Singapore Free Press.*

GOOD AMERICAN CROPS.

RECORD YIELD OF WHEAT INDIAN, CORN AND OATS.

This is the greatest season that the farmers of the West have ever known. Not a crop has failed them, and the yield of all crops, as well as the acreage, has been better than ever before.

The Department of Agriculture estimates that the total yield of wheat is 650,000,000 bushels, worth 455,000,000 dollars; the total yield of Indian corn is 2,650,000,000 bushels, worth 1,065,000,000 dollars; and the total yield of oats is 935,000,000 bushels, worth 283,000,000 dollars; making the total value to the farmer of these three crops 1,795,500,000 dollars.

These figures give some idea of the basis of American prosperity. With the buying capacity of the farmers higher than ever before, on account of the crops that they have to sell to Europe, there can be no real depression in the United States.

Of course, there are inflated values in capitalisation, but they will not collapse, as a rule, until the basis of wealth weakens.

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E**BLEND****VERY****OLD LIQUEUR****SCOTCH WHISKY.**

Pronounced by Connoisseurs to be the
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The following are also recommended,
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fine 'SODA' WHISKY of great age 10.80

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DRAWING-ROOM,
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ELECTRO-PLATED,
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CHINA-WARES.

PASTEUR'S MICROBE-PROOF
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COOKING RANGES,
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**PHOTOGRAPHIC
DEPARTMENT.**

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UNDERTAKEN for AMATEURS,
GOOD WORK.

PROMPT RETURN.
Hongkong, 8th July, 1902.

[728d]

GEO. PATTON & CO.
Have for Sale a large Consignment of
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ASBESTOCEL SECTIONAL PIPE
COVERING, ASBESTOCEL SHEET
and PAPER for covering BOILERS and
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STEAM PACKING, GASKETS and
FIRE-PROOFING MATERIALS.

MODERATE COST,
EFFICIENT, DURABLE.

Estimates and Samples furnished on
application.

12, Beaconsfield Arcade, (First Floor),
Hongkong, 3rd October, 1902.

[78d]

DEATHS.

Sept. 19, at East Molesay, EMILY, daughter
of late Alfred Humphreys, of China.
Sept. 22, at Surbiton-hill, R.C. SILLAR, late
of Shanghai, aged 75.

The Hongkong Telegraph

HONGKONG, FRIDAY, OCTOBER 24, 1902.

ASIA'S OPPORTUNITY.

The great International Exposition which
is to be held at St. Louis, U.S.A., in 1904,
to celebrate the one-hundredth anniversary
of the purchase of the Louisiana Territory

from France by the United States, will have
a direct bearing on the commercial and
political development of Far Eastern nations
and colonies.

The remarkable success that has attended the diplomatic negotiations of
Commissioner-General BARRETT with Asiatic
Governments for their participation has been
due probably in a considerable measure to his skilful presentation of the mutual benefits
to result alike to them and the United States
from their taking part on a large scale.

All the world is now more concerned about Asia
than ever before. The events of the last
decade have attracted the attention of foreign
governments and peoples increasingly each
year until now there is a degree of interest
that is attached to no other section of the earth.

The St. Louis World's Fair, or
Louisiana Purchase Exposition—as it is

technically known—will undertake to include
in its vast extent of buildings and grounds,
and in its marvellous collection
of exhibits, a reproduction—as it were—in
miniature of Asia and Australasia, or

of lands and peoples bordering upon the
Pacific seas. According to the clearly
worded representations of Commissioner
BARRETT, the millions of visitors at St.
Louis in 1904 will be able, with

their own eyes, to see these countries
as they are to-day and to form from tangible
evidence a correct idea of their actual
and potential wealth, of their real resources
and products, of their area and population,
of their racial, social, political, and educational

as well as their commercial, physical
and material characteristics. The St. Louis
Exposition will afford the first opportunity
of any magnitude to Asia and Australasia,
under the new conditions that now exist to

demonstrate to the world what they are
doing and can do in the competition of
nations. The Columbian Exposition at
Chicago in 1893 anticipated the China-Japan
war; the American occupation of the Philippines;
the Boxer outbreak, the rise of Japan to her
new place in the family of nations, and the
Australian Federation. On the other hand,
the Paris Exposition of 1900 came too soon

after this succession of far-reaching events to
take full advantage of them. Now comes
the Louisiana Purchase Exposition in 1904
at a most opportune time to portray the
New Asia and the New Australasia. As a
result of Mr. BARRETT's efforts,—aided by
his former experience as American Minister
to Siam and his intimate knowledge of the

Orient,—Japan, Korea, Eastern Siberia,
China, and the Philippines will make un-
precedented exhibits at St. Louis, and it is
probable that Indo-China, Siam, India,
Ceylon, and Australasia will take similar
steps after he has concluded his negotiations
with them. If Hongkong does not join in this
participation, it will reflect on her dignity
and standing as a Colony and community.

LOCAL AND GENERAL.

THE SUEZ CANAL CO. will lower its tariff
by 50 centimes a ton from the 1st of January
next.

CANTON INSURANCE OFFICE, LTD.—
Owing to a printer's error the reserve fund of
the Canton Insurance Office, Ltd., was stated
in our report of yesterday's meeting to be
\$125,000 instead of \$1,250,000.

THE GREAT DAM ON THE NILE.—
The inauguration of the Aswan dam is fixed
for the 9th December. The Khedive, the
Duke of Connaught and four hundred dis-
tinguished guests will be present.

THE CHARTERED BANK of India, Australia, and China, London, has issued a notice
signed by Messrs. Gable Lewis and T. H.
Whitehead, Managers, announcing the opening
of a branch of the bank at New York, under
the management of Mr. G. Bruce Webster.

THE "TAURA MARU" SUNK.—The
steamer *Taura Maru* (292 tons), plying between
Yokohama, Yokosuka and Boshu, accidentally
ran aground near the Sarujima fort, and was
sunken. All the passengers were rescued and
the greater part of her cargo was saved.

THEFT OF BAGGAGE.—Four of the crew
of the steam launch *America* were entrusted to
carry the baggage of two European passengers
from the French mail. They stole one package
and pawned its contents to five different pawn-
shops for \$40. This morning they were each
sentenced to three months' hard labour.

BIG FIRE IN PENANG.—Telegraphic
advice received from Penang on the 15th inst.
are to the effect that Ban Lee and Company's
pawnshop, in Penang Road, was completely
guilted on Tuesday night last. The contents
were, the *Straits Times* understands, insured
for \$500,000 in the New Zealand Company.

ASAKA for ASAHI JAPANESE BEER.
G. Girault.

Estimates and Samples furnished on
application.

12, Beaconsfield Arcade, (First Floor),
Hongkong, 3rd October, 1902.

[78d]

EAGER FOR A FARE.—This morning
fifteenricksha coolies were fined \$4 each for
hustling passengers at the Canton and Macao
wharf.

CAPT. SCOTT'S NEXT APPOINTMENT.—
It is stated that Captain Percy Scott's next
appointment will be the command of the
Excellent Gunnery School, vice Captain
Arthur Barrow.

NEW GOVERNOR FOR CANTON.—
Yesterday H. E. Tak Ning, the new Governor
for Canton, arrived at that City from the North.
He is a former Governor of Kiang-Si, and is
at present quartered at the Eight Banner's

club.

MOUNTED GENDARMERIE FOR
INDO-CHINA.—According to a decree
published in the *Journ l' Officiel* three new
brigades of mounted gendarmes are to be
created in Indo-China. One will be placed at
Hanoi, the second at Phnom-Penh (Cambodia).
and the third at Hué (Annam).

JERRY BUILDING.—At the Police Court
to-day, Ting Wo, a contractor, of Wynnham Street
was summoned by Mr. Tooker, of the
P. W. D. respecting the building of the walls
of 144, Praya East. He was defended by Mr.
F. B. Decon, of Messrs. Deacon and Hastings.
Mr. Tooker said it was the worse piece of
work he had ever seen. Fined \$200.

FORGED LOTTERY TICKETS.—A Chinaman
appears to have earned his living during
the past year by selling forged Macao lottery
tickets. Last Saturday night he went into the
Wellington Barracks and disposed of one of
these tickets to a soldier and on Monday night
returned to the same place and tried to dispose
of more of the same kind. The man, however,
was given in charge, and was brought before Mr. Hazland this morning and remanded
till Monday in order to get an expert to prove that they are forgeries.

BY KIND PERMISSION OF COL. IREMONGER

and officers the Band of the 33rd Burma
Infantry will play at the Hongkong Hotel
tomorrow (Saturday) evening from 8 to 9.30
p.m.

PROGRAMME.

1. March..... "Constellation" Clark.

2. Overture ... "Bohemian Girl" Baile.

3. Selection ... "Floradora" Stuart.

4. Song ... "The Maid of Malabar" Stephen Adams.

5. Selection ... "The Parisienne" Caryl.

6. Value..... "La Barcarolle" Waldemar.

EXTRA..... "Robbie" Goss.

Polonaise..... "God Save the King" God Save the King.

The Imperial Chinese gunboat *King Ching*
which arrived from Whampoa on the 1st inst.
and the Imperial Chinese cruiser *Wang Tsui*
which arrived from Whampoa on the 2nd inst.
have come to Hongkong for the purpose of
docking.

The Council adjourned sine die.

FINANCE COMMITTEE.

A meeting of the Finance Committee was
held immediately after the Council, Hon. F. H.
May, C.M.G., presiding.

DAMAGE BY STORMS.

The Governor recommended the Council to
vote a sum of \$18,610 to cover part of the cost
of repairing the damages to roads, retaining
walls and buildings by recent typhoons and
severe rainstorms.

The Chairman read a list of the necessary
repairs after which the vote was agreed to.

MAJESTIC EXPENSES.

The Governor recommended the Council to
vote a sum of \$500 in aid of the following votes
of the Magistracy:

Office furniture, repairs, and incidental
expenses \$250.00

Costs of witnesses for giving evidence
in criminal cases, and for interpreting
dialects with which the

Court interpreters are unacquainted 250.00

Total \$500.00

The Chairman—The excess has been caused
by the larger number of cases heard and witness-
esses examined, involving the copying of
voluminous depositions.

The vote was passed and the meeting ter-
minated.

THE CRIMINAL SESSIONS.

MURDER AND MANSLAUGHTER.

At the criminal Sessions this morning before
the Chief Justice, Fung Fuk Kwong, was
indicted for murder and manslaughter

on 5th September. Prisoner pleaded not guilty
and was defended by Mr. H. N. Ferrers,
barrister-at-law. The Attorney General (Hon.
Sir Henry S. Berkeley) appeared on behalf of
Crown.

The following jury was sworn: Messrs. F.
A. C. Hahn, A. H. Abbott, J. D. Osmund,
A. G. J. Somerville, R. C. Hurley, H. A. Siebs,
and C. J. T. Lea.

The Attorney General in his opening state-
ment said the deceased Pun Sam was a coolie,
working in company with a number of coolies
in the erection of a house in Caine Road.

On the 5th September, deceased had a row
with the watchman and prisoner about a
basket, and some lime which was used.

Some time afterwards, the prisoner returned
with about thirty other coolies, and chased the
deceased up to the scaffolding, and struck him a
severe blow on the chest. The medical evi-
dence disclosed that deceased suffered from
pneumonia and fatty degeneration of the heart,
which made him more liable to succumb from
the violent assault. As a matter of fact the
deceased died shortly afterwards.

Witnesses were then heard.

(Proceeding.)

THE ARMY.

COMING DEPARTURE.

The transport *Wakool* with the relief of the

Peking Guard (Sherwoods Foresters) arrived at
Taku on the 22 inst., disembarked troops yes-
terday, makes a departure for Hongkong with the
relief men of the Royal Welch Fusiliers to-
morrow, and is expected to arrive at Hongkong

on the 31st inst. She will make a stay here of
at least two days, and, after embarking her full
complement of Royal Welch Fusiliers, pro-
ceeds to Calcutta via Singapore.

THE HONGKONG REGIMENT.

The bulk of the Hongkong Regiment, vis.,

seven European officers, two warrant officers,
17 Native officers and 790 rank and file accom-
panied by 40 followers, are now crossing the

TELEGRAMS.

HONGKONG TELEGRAPH SERVICE.

Reported Attempted Assassination of the Sultan.

BY A DISGUISED OFFICIAL.

(From Our Own Correspondent.)

LONDON, 23rd October—4.50 p.m.

A copy of the Vienna *Tage Blatt* just to hand report that a Bulgarian in the disguise of an official obtained admittance to the presence of Abd-ul-hamid, the Sultan of Turkey, whom he attempted to assassinate, but was overpowered by the Sultan's body guard and removed to prison.

(Reuters.)

The New Treaty with China.

London, 22nd October.

The Post says that the publication of the text of the new treaty with China deepens the sense of Sir James Mackay's great service to the country.

The Reinforcements for Somaliland.

Further native troops are being sent from India to Somaliland, and more will probably follow later.

Russia in Manchuria.

The Times correspondent at Peking describing a journey through Manchuria, testifies to the fact of the country being absolutely dominated by Russia, which country has built up a population in thriving cities along the whole length of the railway. Russia is faithfully executing her promises of evacuation, but this only means the withdrawal of garrisons from the cities to huge barracks demanded.

The Times prints an article which accepts, as a permanency, the occupation of Manchuria by Russia, remarking that hard words are inadvertent where they are unavoidable, and concludes by advising the establishment of a Consul-General at Moukden to watch British treaty rights.

LATER.

The Transvaal Loan Bill.

Rt. Hon. C. T. Ritchie, Chancellor of the Exchequer, speaking in the House of Commons, said that he did not intend to introduce the Transvaal loan bill this session.

The Boer Generals.

The Boer Generals, who have returned to London, announce that for the present at least they do not intend to seek a second interview with Mr. Chamberlain, who would certainly not take the initiative.

Commandant Dewet sails for South Africa, on the 1st November.

(N. C. Daily News.)

The Russian Press gives a Warning to Germany.

London, 17th October.

The German Colonial Congress at Berlin has attracted considerable attention in Russia. The *Nova Vremya*, in discussing the speech of Baron von Richthofen, the German Minister of Foreign Affairs, says that if the statesmen at Berlin begin to speak of sharing the economic mastery of the world, they need reminding that German activity does not dare to extend itself to regions which are naturally or historically regarded as the spheres of gravitation of other Powers.

The Russian Naval Budget.

London, 19th October.

Russia's naval budget for 1903 amounts to £11,500,000 sterling and includes £45,550 for new constructions at Port Arthur, and £350,000 for the enlargement of the harbour of Vladivostock.

Russia's naval budget for 1902 amounted to about £10,000,000 sterling.

(Kobe Herald.)

Famine and Indemnity Taxes.

Peking, 12th October.

The Viceroy of Szechuan has appealed to the Government to remit one-half of the taxes which the people in his province are to pay toward the indemnity fund. He explains that the appeal is due to the famine in the province.

(Shanghai Times.)

King Will Visit Holyrood.

London, October 19th.

A despatch from Edinburgh reports excellent authority for saying that the King will reside at Holyrood for some time next year. Queen Victoria occasionally paid Holyrood a short visit and George IV held court there for a time, but royalty has never favoured it for long residence since the reign of Charles II.

Hard Winter in Prospect.

For years the outlook for winter has not been as gloomy as this season. Complaints come from all quarters of advancing prices for living necessities and of poor trade in almost every line of business. These conditions are aggravated by a supply of labour which far exceeds the demand.

Jamaica Would Join Opanada.

Sugar interests in Jamaica, dissatisfied with the neglect of the government and with the report of the special commission which investigated the West Indian sugar prospects and advised the ultimate abandonment of that industry in certain districts, have petitioned the government to authorize the federation of Jamaica with Opanada. The petitioners say that only by this means can the failing fortunes of Jamaica be retrieved.

COTTAM & CO. FOR GENTS' BATHING GEARS.

THE LICENSING OF PILOTS.

CORRESPONDENCE.

As mentioned in our issue last evening the Government has refused to accede to the wishes of the Chamber of Commerce respecting the licensing of pilots at Hongkong. The following is further correspondence on the subject:

Colonial Secretary's Office, 16th July, 1902.

Sir—I am directed to acquaint you for the information of the Chamber of Commerce that the Officer Administering the Government has had under consideration the report, forwarded in your letter of the 18th ultimo, on the subject of the licensing of pilots at this port.

2. The report shows that while there is no necessity at this port for pilotage properly so-called, a demand exists for:

(a) Chinese capable of berthing alongside the private wharves of the Wharf and Godown Company tho' comparatively small number of vessels which use those wharves;

(b) Men who have a local knowledge of tides;

(c) Men who know the position of ships which may be in Harbour at any particular time.

3. The first of the above indicated qualifications is one which no one should be asked to guarantee unless after ample personal observation of the capabilities of the person guaranteed. No examiner, unless he had frequent opportunity of observing the practical work of the candidate, could give a certificate vouching competency in the qualification demanded.

The person in the Colony best qualified to give an opinion on the competency of any person in this respect is the wharfinger of the Wharf and Godown Company, and I am to suggest that if that official were empowered by the Company which employs him to give testimonials to such persons as he considers competent to bring vessels alongside the wharves of the Company, the difficulty would be met in a simple and satisfactory manner.

4. The second qualification is one that could to some extent be tested, but the third is a qualification of general intelligence hardly sufficient to demand Government warranty. 5. A fourth point—the handling of vessels—is alluded to in the report. This is a qualification which cannot be tested without practical observation. But even if it could be tested by the examiner, I am to point out that the responsibility for the handling of a vessel must remain with the master and officers of the vessel, and cannot be shifted to the shoulders of a Chinese pilot.

In these circumstances I am to state that the Officer Administering the Government regrets that he cannot see his way to adopt the suggestion of the Chamber, because His Excellency considers that to require the Harbour Master or any other Government officer to give certificates for qualification, such as this officer cannot test would be to place the officer concerned in an entirely false position—I have the honour to be, Sir, your obedient servant,

F. H. May,
Colonial Secretary.
The Secretary
Chamber of Commerce.

Hongkong, 8th September.

Sir.—The Sub-Committee of the Chamber of Commerce have considered the letter dated 16th July, 1902, from the Colonial Secretary in which certain reasons are brought forward why H.E. the Officer Administering the Government is unable to agree to the request of the Chamber that pilots working in Hongkong waters be licensed.

We cannot endorse the statement made in the letter under consideration that "there is no necessity at this port for pilotage properly so-called."

A large number of vessels which visit this port do require pilots for one reason or another, and it appears that those reasons mentioned in the report dated 10th June, a copy of which has been forwarded to the Colonial Secretary on the 18th idem, constitute regular pilots' duties such as would be required of them in the various ports at which our vessels call, viz.: sufficient local and nautical knowledge to safely berth a vessel alongside a wharf, knowledge of the channels, currents, etc., of the harbour, of the position of the various ships in harbour, and to safely take a vessel to her allotted moorings in the harbour. These duties are precisely similar to those required of pilots in the ports of Penang, Singapore, etc. etc.

There being therefore a demand for qualified men to carry out this work it appears only reasonable that certificates of competency should be granted by the Government.

We believe we are right in stating that at no British port either at home or in the colonies would men be allowed to act as pilots without Government licence.

We are well aware that in certain ports in the neighbourhood of this Colony all pilots are licensed, unlicensed men being prohibited from acting as pilots. As those licensed pilots include a number of Chinese, it would appear that the difficulties which have occurred to the Government in licensing native pilots are possible of being overcome. The Licensing Board need not necessarily be composed entirely of Government officials, but might be supplemented by experts whose services could no doubt be secured, as are those of nautical assessors in a Court of Law.

In our previous report already referred to we have cited as an instance the licensing of the steersmen and engineers of steam launches, and we believe that if this can be satisfactorily accomplished, the Government should also be able to deal with the question of native pilots.

The proposal contained in the third paragraph of the Colonial Secretary's letter does not commend itself to the members of the Sub-Committee.

We do not consider it reasonable to attempt to place the servants of a public company in

the position of Government officials and to expect them to accept responsibility which the Government declines.

While the granting of a certificate of competency involves no risk or pecuniary responsibility upon the Government, a company would not possess the same immunity from responsibility, and we are informed that the Wharf Co. see very serious objections to acting upon the suggestion made in this paragraph of the Colonial Secretary's letter under consideration. We would further point out that not only are duly qualified pilots required to take vessels to the Kowloon wharves, but all men acting as pilots should also be qualified to perform the ordinary duties attaching to a pilot's position.

With regard to the fifth and sixth paragraphs of the Colonial Secretary's letter, we cannot but consider that the questions therein raised are calculated rather to obscure the main point at issue.

The responsibility of the commander and officers of a vessel, even though a licensed pilot is on board, is well understood and fully recognised.

In requesting that pilots in Hongkong waters be licensed, we are only asking for what is done as a matter of course not only in home ports, where white men are engaged in the trade, but also in the Eastern ports, where the local pilot-service includes Asiatics. In support of this statement we may say that this system obtains not only in Aden, Bombay, Calcutta, Penang, Singapore and other British ports in the East, but also in Japan and the open treaty ports of China.

So far as we are able to ascertain, a very large proportion of the ocean-going vessels which visit this port take pilots, even though they may not be going alongside a wharf, but merely anchoring in the harbour.

Setting aside all matters of detail, the broad question at issue is that in Hongkong there is a general demand for pilots whose services are required by most of the large vessels visiting the port.

Under such circumstances and bearing in mind the very great importance of Hongkong as one of the largest shipping ports in the British Empire, it is a matter of urgency that no unlicensed men should be permitted to act as pilots.

Without wishing to go over old ground, we must, in view of the objections raised by the Government, again point out that by issuing such licenses the Government accepts no responsibility, but is merely exercising an executive control over an important adjunct to our trade, such as is done in all large shipping centres.

We believe the whole of the General Committee are agreed as to the importance of this question, and trust therefore that further representations on the subject may be made to the Government.—Your obedient servants,

E. H. HEWETT.
W. FOOTE.

ARMIN HAUPP.

Hongkong General Chamber of Commerce, Hongkong, 29th September, 1902.

SIR,—I have the honour to acknowledge the receipt of your letter of 16th July last, in reply to my letter of 18th July last, with enclosure, on the subject of the proposal made by the committee of the Chamber for the licensing of pilots at this port, and I am directed to express the great regret of the Committee that the Government does not see its way to adopt the suggestion of the Chamber in regard to the above-mentioned proposal.

This matter has had further serious consideration at the hands of the Committee, and they would again venture to address you on the subject, as they feel that the matter is one of considerable importance to the port, seeing the very large amount of tonnage frequenting these waters, and the difficulties in the way can hardly be considered insurmountable, or of a serious nature.

The licensing of pilots is a function exercised by governments of all civilised countries, and the Committee would urge that what is so almost invariably the practice elsewhere can surely, and ought to be, undertaken and carried out by the Government of this, one of the largest shipping ports in the world.

The Committee also desire to express the emphatic opinion that it is not only desirable, but most necessary, that there should be some official control over men performing such important and responsible work as that of a pilot, and it is remarkable, to say the least of it, that in a port of this magnitude there should be no regulations on the subject.

With a view to having the matter considered as closely as possible, the Committee submitted your letter of 16th July to the Sub-Committee by whom the report already forwarded to you in my letter of 18th June last was drawn up. The further report of this Sub-Committee has been before the Committee, by whom it was unanimously adopted, and I am directed to hand you herewith a copy thereof for the consideration of His Excellency the Governor, and to express the hope of the Committee that with this further information before him His Excellency may be pleased to again consider the suggestions made and to authorise steps being taken to carry into effect the suggestions submitted.—I have the honour to be, Sir, your most obedient servant,

A. R. LOWE.

Secretary.
Hon. Colonial Secretary.

Colonial Secretary's Office, 16th October, 1902.

SIR,—I am directed to acknowledge the receipt of your letter of the 29th ultimo, on the subject of the proposal for the licensing of pilots at this port, and to inform you that His Excellency the Governor, having carefully considered this question, sees no reason to change the decision arrived at by Sir W. G. Colquhoun, which was communicated to you in my letter No. 1574 of the 16th of last July.—I have the honour to be, Sir, your most obedient servant,

F. H. MAY.

Colonial Secretary.

The Secretary
Chamber of Commerce.

COTTAM & CO. FOR SUMMER UNDERWEAR.

1902.

THE CANTON OPIUM FARM.

THE AUTHORISED RULES.

The rules and regulations under which the Kowloon Wharf Company is authorized to levy increased dues on opium at Canton and other parts of the province of Kwangtung are embodied in the proclamation published in our last issue. A free translation of the rules reads as follows:—

1. All firms (shops) and shops now doing business in foreign and/or native opium or balsam, shall, within three days of the formal opening of the Prepared Opium Tax office (head office), apply at the office for licenses.

All opium firms and shops which may desire to start business subsequent to the establishment and opening of the said Tax Office will likewise be required to apply for licenses to carry on business in opium. The licenses must be affixed to the door of each opium firm or store, in order that it may be easily seen by all persons.

2. The system of taxation will be by computation of the amount of prepared opium obtainable from a given quantity of raw opium. Foreign and native opium will come under one and the same ruling. The computation will be as follows: A ball of raw opium weighs about fifty (50) taels. This when boiled produces sixty (60) per cent—i.e. thirty (30) taels weight. This will work out to Tls. 3 and mace 6 as the dues on 30 taels weight, which includes a tax of 1 mace and 2 candareens. When the amount of the dues have been settled the head office or the station, as the case may be, shall promptly issue prepared opium labels to the applicants—either wholesale dealers or shops as proof that all dues have been paid. Merchants or retailers shall be entitled to one label for each ball of opium so as to enable the firm or shop, when selling the drug, to transfer it to the purchaser who may then have the opium boiled in the usual way. As regards Malwa, Szechuen, Yunnan, Kwangtung or any other opium the sum shall be computed in the above stated manner, i.e., that raw opium produces sixty (60) per cent of the "prepared" drug.

3. Szechuen-Yunnan-or-other-native-opium coming into Kwangtung from places in the interior either by land or by water must (if there is no opium firm or shop at the point of crossing the boundary of Kwangtung) be reported by the vendor or the carriers at the first station of the Tax Office encountered after crossing the border, and have the dues assessed on the basis of the raw material producing 60 per cent of prepared opium. As regards prepared opium entering the province from any point in interior or otherwise it must also be properly reported in accordance with these regulations and pay the requisite dues. No infringement of the rules or obstruction to acquisition will be tolerated. All infractions or attempts to evade the tax will be met with stern punishment.

4. All firms or shops dealing in raw and/or prepared opium, as well as all opium divans, no matter how large or small their stocks of drug may be, are required to report to the Head Office within three days of its opening for the transaction of business and they give the Office time to issue labels and levy dues to all concerned. Any concealment of the quantity held by merchants or dealers will be regarded in the light of smuggling and he treated as such.

5. Any smuggler, when caught red-handed, who may offer resistance to the officers of the Head Office or any of its stations will be treated as if he were a salt-smuggler and violence may therefore be used; but if in the struggle, if any one is killed the employees of the Head Office shall not be held responsible. Any smuggler may be fined at the place where he is caught in an attempt to cheat the authorities, or as an alternative he may be imprisoned.

6. All steamers or sailing craft, all vehicles, carriers and dan-chai bearers must submit to search by the Excise Officers or the employees of the Prepared Opium Tax Office at any of their stations. The search or examination will be conducted in accordance with the regulations of the Linkin Bureau. At the conclusion of examination, if no illicit goods be found, the carriers or others shall be immediately released.

7. Regarding smuggling, it is ordered that anybody, either a civilian or a member of any military corps, may give information to the nearest station and if a seizure results from such information the informer shall receive 60 per cent. of the value of the drug (estimated as per the market value); the men who effected the seizure shall receive 30 per cent., and the balance of 10 per cent. shall be held by the Head Office.

8. Any one shall be at liberty to give information respecting the smuggling of opium by employees of the Government or of Government officials. When smugglers of this class are apprehended they shall be dealt with according to law and the rule as to rewards for information will apply to the informants.

9. When servants of the Government gun-boats or vessels of any other description enter the waters of a port (in Kwangtung) they must report to the nearest station for examination or search. Any failure to comply with this rule will render delinquents liable to detention and prosecution.

Proclaimed 6th Moon of 28

Shipping—Steamers.

OCEAN STEAM-SHIP CO., LIMITED.

OUTWARDS.

	STEAMERS.	DUE.
FROM GLASGOW and LIVERPOOL	"TAVIACUS"	8th November, 1902.
"	"ALCINOUS"	3rd December, "
"	"PELEUS"	3rd December, "

HOMEWARDS.

FOR LONDON.

		DUE.
"ACHILLES"		26th Oct., 1902.
"MENELAUS"		11th Nov., "
"AGAMEMNON"		15th "
"TANTALUS"		9th Dec., "

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).

		DUE.
"DEUCALION"		20th Nov., 1902.
"ALCINOUS"		20th Dec., "

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

CHINA NAVIGATION CO., LIMITED.

FOR

STEAMERS.

TO SAIL

SHANGHAI	"ICHANG"	25th October.
SHANGHAI	"TIENTSIN"	27th "
SHANGHAI	"WOOSUNG"	27th "

AMOY and MANILA	"SUNGKIANG"	27th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	15th November.

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

See Special Advertisement.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

OUTWARDS.

FROM STEAMERS DUE

GLASGOW and LIVERPOOL	"YANGTSE"	30th October.
"	"TEENKAI"	19th November.
"	"MOYUNE"	27th November.
"	"OOPACK"	10th December.

HOMEWARDS.

FOR LIVERPOOL (DIRECT)	STEAMERS.	TO SAIL
(Taking Cargo at LONDON RATES.)	"PINGSUEY"	8th November.

TRANSPACIFIC SERVICE.

VICTORIA, SEATTLE, TACOMA and	"YANGTSE"	1st November.
PACIFIC COAST POINTS	"TEENKAI"	21st
NAGASAKI, KOBE and YOKOHAMA	"MOYUNE"	29th "

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 18th October, 1902.

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with

THE OREGON RAILROAD AND NAVIGATION COMPANY,

Operating the New First-class Steamships

"INDRAVELLI," "INDRAPURA"

and

"INDRASAMHA,"

between

HONGKONG AND PORTLAND (OR.),

Calling at SHANGHAI, NAGOAKI, MOJI, KORE, and YOKOHAMA.

"INDRAVELLI"	4,899 Tons	Oct. 25.
"INDRAPURA"	4,899	Nov. 14.
"INDRASAMHA"	5,197	Dec. 14.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.

For Freight, apply to

THE PORTLAND AND ASIATIC STEAMSHIP CO.

ALLAN CAMERON, General Agent.

1902.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations. Steamers. Captains. Sailing Dates.

FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 26th October.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 29th October.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	SUNDAY, 2nd November.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mills, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further Information, apply at the Co.'s Local Branch Office, at No. 2, Des Voeux Road Central.

Hongkong, 26th October, 1902.

T. ARIMA, Manager.

1902.

CHINA NAVIGATION CO., LTD.

HONGKONG TO SYDNEY AND MELBOURNE.

VIA

USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS.

"TSINAN" leaves on 15th Nov.

8th Dec.

"CHANGSHA" 29th Dec.

29th Dec.

"CHINGTU" 20th Jan.

20th Jan.

Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of ice and provisions during the entire voyage. Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE,

Agents.

G.N.C. Co., Ltd.

Hongkong, 14th October, 1902.

[1082d]

Shipping—Steamers.

Shipping.

STEAMERS.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SHANGHAI.

THE Steamship

"AUSTRALIAN."

Captain Helm, will be despatched as above TO-MORROW, the 25th instant, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried.

For Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 24th October, 1902.

[1065d]

THE EASTON STEAMSHIP COMPANY.

Consignees.

OCEAN STEAMSHIP CO. LTD.

NOTICE TO CONSIGNEES OF CARGO EX "AJAX."

CONSIGNEES of Cargo ex above Steamer, which struck on a reef near Jeddah on or about 1st June, 1902, are notified that all Claims, other than for sea damage should be rendered to the Undersigned, accompanied by Survey Reports in Duplicate, on or before 25th instant, after which date they cannot be recognized.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 9th October, 1902.

[1065d]

THE EASTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT."

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,

Agents.

Hongkong, 13th October, 1902.

[1114d]

THE NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA."

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to

Gentlemen's
Outfitting
Department
Now Open.

28, Queen's Road
Opposite
Hongkong Hotel.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,

General Drapers, Dressmakers, Milliners, Hosiers,
Haberdashers and General Outfitters.

Gentlemen's
Outfitting
Department
Now Open.

28, Queen's Road
Opposite
Hongkong Hotel.

NEW WINTER GOODS!

NEW WINTER GOODS!!

NEW WINTER GOODS!!!

ANOTHER LARGE DELIVERY TO-DAY AND A FURTHER AND LARGER ONE ON SATURDAY.

NEW
DRESS GOODS
FLANNELS
DOWN QUILTS
BEDSPREADS
FURS

NEW
FEATHERS
FLOWERS
SATIN RIBBONS
CHIFFON FICHUS
GLACE RIBBONS
DRESS NETS

NEW
WHITE STRAWS
BLACK STRAWS
WHITE TRIMMED FELT HATS
CHIFFONS
GLOVES
WOOL SHAWLS

SILKS
FACINATORS
LISLE VESTS

SILKS
WOOL VESTS
SILK SKIRTS

SILKS
WOOL COMBINATION
SILK VESTS

DRESS GOODS
INFANTS' CLOTHING.

DRESS GOODS
BOYS' REEFER COATS.

DRESS GOODS
LADIES' JACKETS AND CAPES.

IMPORTANT NOTICE TO LADIES.

ORDERS FOR ST. ANDREW'S BALL ARE NOW BEING BOOKED AND LADIES ARE REQUESTED TO PLACE THEM AS SOON AS POSSIBLE TO AVOID DISAPPOINTMENT.

CUT FIT AND STYLE GUARANTEED

ORDERS EXECUTED UNDER THE SUPERVISION OF A HIGHLY QUALIFIED DRESSMAKER.

OUR WORKROOMS ARE NOW ENLARGED AND OUR STAFF GREATLY INCREASED.
NEW DRESS GOODS, PIECE NETS, LACE ROBES, SILKS, SATINS, AND TRIMMINGS ARE NOW IN STOCK IN MUCH LARGER VARIETY THAN HERETOFORE AND WE ARE CONFIDENT THAT WE CAN SATISFACTORILY SUPPLY ALL WHO FAVOUR US WITH THEIR PATRONAGE.

October 23rd.

R. G. HECKEGGER,
MANAGER.